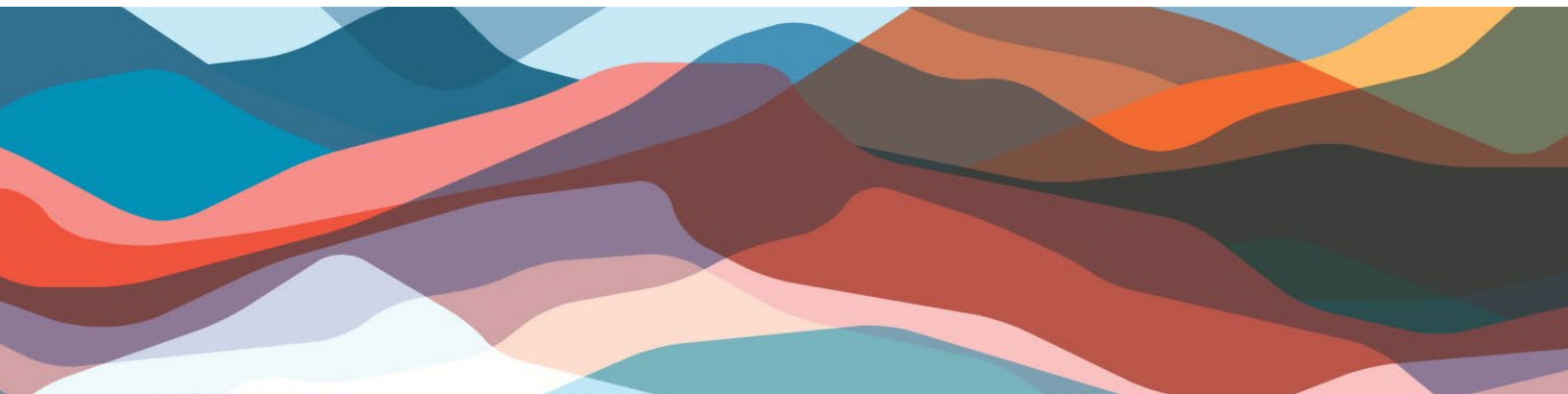




Executive Summary



September 16, 2021

WHAT IS TOD?

Transit Oriented Development (TOD) is about using placemaking near high capacity transit to enhance and create unique, vibrant, and sustainable community activity centers.

WHAT IS TOD?

Transit Oriented Development (TOD) is compact, walkable, mixed-use development located close to high quality, high-capacity transit. Density is often higher in TOD areas than in surrounding areas in order to get more people in close proximity to the transit. TOD areas serve as activity centers that provide a range of benefits to local residents, employees, students, and visitors.

TOD planning can provide a basis for zoning code updates to implement the community's vision within a station area.

WHY TOD AT 55TH AND ARAPAHOE

While this intersection and area is currently served by a handful of local and regional bus routes, in the future, it will be the location of a State Highway 7 Bus Rapid Transit (BRT) station – connecting Boulder to I-25 and beyond with high-quality, high frequency service.

BENEFITS OF TOD

Environmental: Reduced greenhouse gas emissions, reduced suburban sprawl

Societal: Transportation options, health, quality of life improvements

Economic: Reduced household transportation costs, efficient development pattern, increased sales and employment

Equity: Affordable housing, diverse employment opportunities, increased transportation options



STAMP PLAN AREA

ROLE WITHIN THE EAST BOULDER SUBCOMMUNITY PLAN

This specific plan, known as the 55th & Arapahoe Station Area Master Plan (STAMP), is a component of the larger East Boulder Subcommunity Plan process, but requires a greater level of detailed planning, analysis, and design. The STAMP focuses on a smaller area within the East and Southeast Boulder Subcommunities and has a unique set of existing conditions.

STAMP CONTEXT

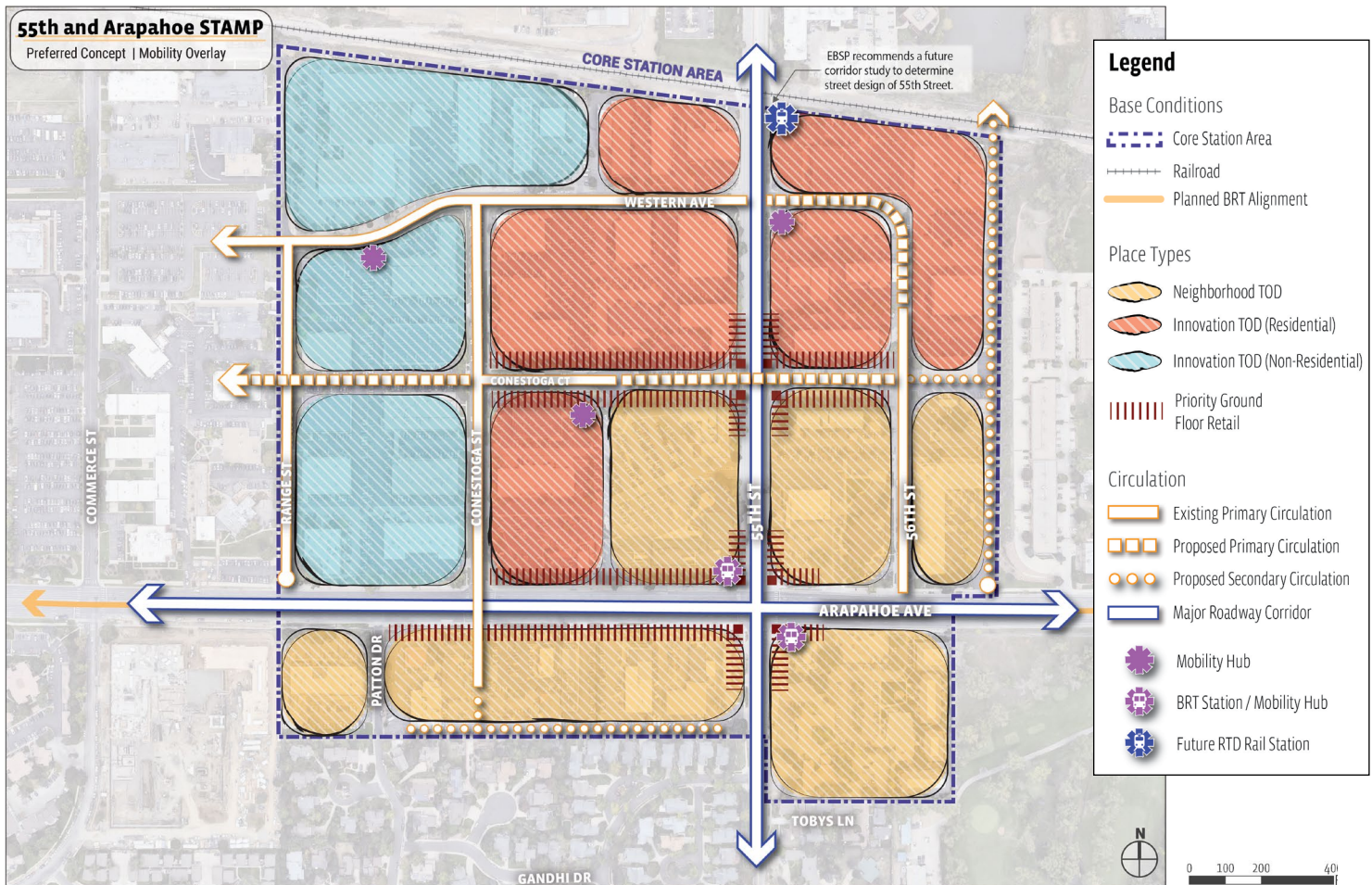
The 55th and Arapahoe Station Area is located on the eastern edge of Boulder, in the area east of Foothills Parkway. The Station Area north of Arapahoe Avenue is primarily made up of businesses and light industrial and is within the East Boulder Subcommunity. South of Arapahoe Avenue, the Station Area includes primarily auto-oriented retail and restaurant uses, and is within the Southeast Boulder Subcommunity.

The Station Area makes up some of the most diverse employment opportunities in the city with its wide range of light industrial, manufacturing, dining, public, and health care uses. Only a small amount of residential exists in the Station Area (in the southeast corner) but more multifamily and single family residential exist to the south and southwest.



Station Area Map

PREFERRED CONCEPT



The preferred concept identifies three place types within the station area. Innovation TOD (Non-Residential) occurs along the eastern portion adjacent to Ball Aerospace. South of Arapahoe and immediately surrounding the 55th and Arapahoe intersection is Neighborhood TOD. Lastly, central to the site and further north along 55th is Innovation TOD (residential).

The red hatch pattern along certain streets indicates blocks where the ground floor is being prioritized for active uses such as retail or restaurants. This occurs along a proposed extension of Conestoga Court to the east over to 56th Street, along the central

portion of Arapahoe on both sides, and along 55th near major intersections.

While 55th and Arapahoe remain the major roadway corridors, dashed lines represent new primary and secondary circulation routes. Primary routes serve all modes for internal site travel, whereas the secondary routes prioritize bicycles and pedestrians, and only allow vehicles for emergency access.

Lastly, purple icons on the map indicate where mobility hub features should be located. The primary mobility hubs along Arapahoe are recommended to provide the most amenities as they are immediately adjacent the BRT stations.



Place Types



NEIGHBORHOOD TOD

The Neighborhood TOD Place Type reimagines existing commercial and retail areas as highly walkable and transit-supportive environments. Active ground floors may have mixed income housing above when development is multi-story.

Predominant Uses: Retail Sales; Dining and Entertainment; Commercial; Residential



INNOVATION TOD (RESIDENTIAL)

The Innovation TOD (Residential) Place Type intends to maintain opportunities for light industrial and commercial uses while introducing mixed income residential uses. These areas are envisioned to integrate public-facing retail for all users while also providing transit supportive affordable housing options.

Predominant Uses: Light Industrial; Commercial; Residential



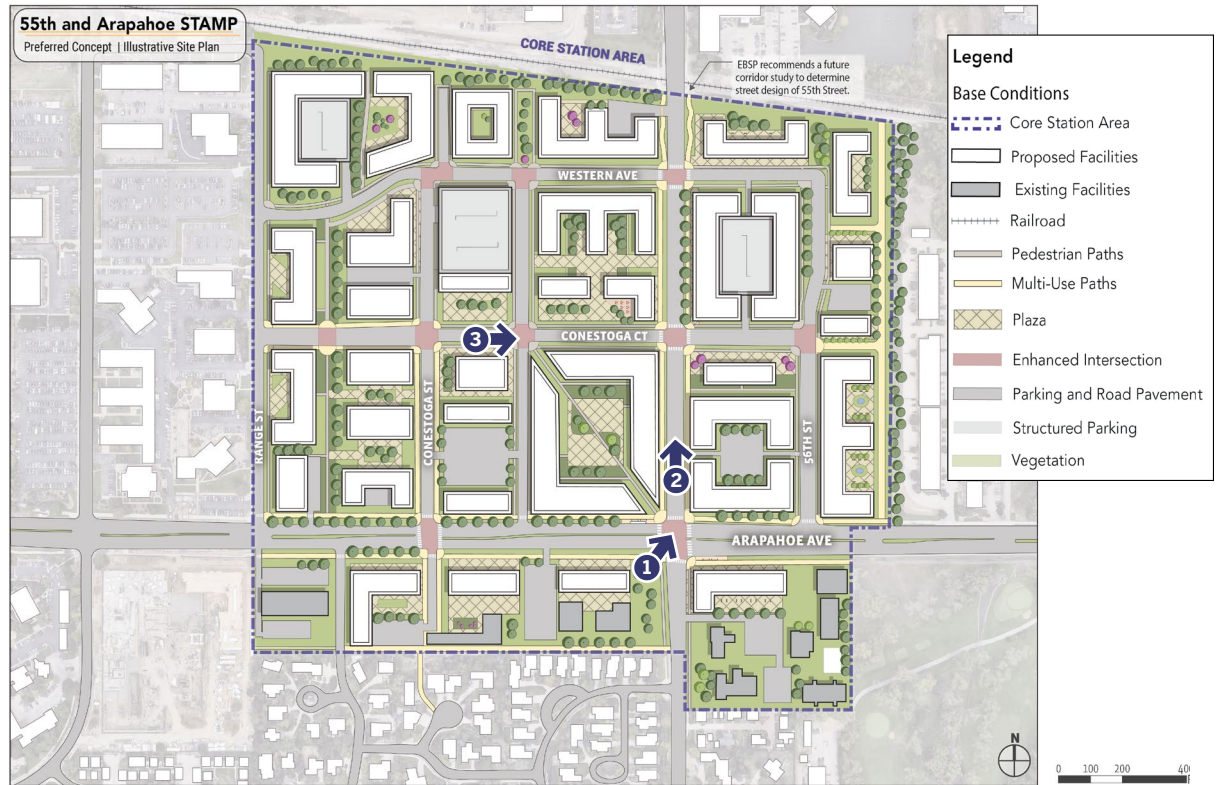
INNOVATION TOD (NON-RESIDENTIAL)

The Innovation TOD (Non-Residential) Place Type intends to prioritize opportunities for light industrial and commercial uses. These areas are envisioned to integrate public-facing retail for light industrial, office, and commercial users.

Predominant Uses: Light Industrial; Commercial

Public Realm and Mobility Improvements

The site plan shown to the right represents a conceptual layout for how the three place types might take shape through buildings, public spaces, and the transportation network. The numbered viewpoints are represented through conceptual graphics on this page and the following page.



55TH ST. AND ARAPAHOE AVE. (looking northeast)

- Crossing visibility and multimodal improvements in both directions
- Expanded tree canopy
- BRT station with canopy, seating, and mobility hub features
- Mixed use 3-story development on street corners with active ground floors



2



55TH ST. (looking north)

- Dedicated bike lane with visible green painting and flexible bollard buffer
- Improved sidewalk facility with landscaping and expanded tree canopy
- Median to help calm traffic and direct pedestrian crossings to protected facilities

3



CONESTOGA CT. (looking east)

- Shared bike facility on-street
- Expanded tree canopy
- Public art in murals and crossings
- Additional public realm lighting
- New development infilling around adaptive reuse buildings
- Dedicated pedestrian realm with active ground floors
- Unique paving patterns to contribute to placemaking

MOBILITY HUBS

WHAT IS A MOBILITY HUB?

A mobility hub is an “intersection” of transit, pedestrians, bicyclists, and shared mobility options. It is a safe, convenient, and attractive place where the city interacts with its transit or mobility system.

Mobility hubs and features will be strategically distributed throughout the station area, with each hub containing appropriate parts depending on its land use context. The mobility hubs will support connections to and from the BRT stations to the rest of the station area and help to provide seamless

connections between transportation modes. For example, a commuter may arrive at the station area on the BRT in the morning, use micromobility and wayfinding signs to navigate to their workplace, and use an electric car share vehicle to run a midday errand.

The goal of incorporating mobility hubs into the station area is to prioritize multimodal travel by supporting strong transit, pedestrian, and bicycle connections and providing high quality amenities.

MOBILITY HUB KIT OF PARTS

Secure Bike Parking



Micromobility Parking



Micromobility Charging



Electric Vehicle Charging



Car Share



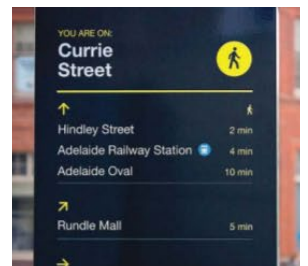
Vanpool



Curb lane Management



Wayfinding



Public Info Display



Public Wifi



Parcel Delivery Lockers

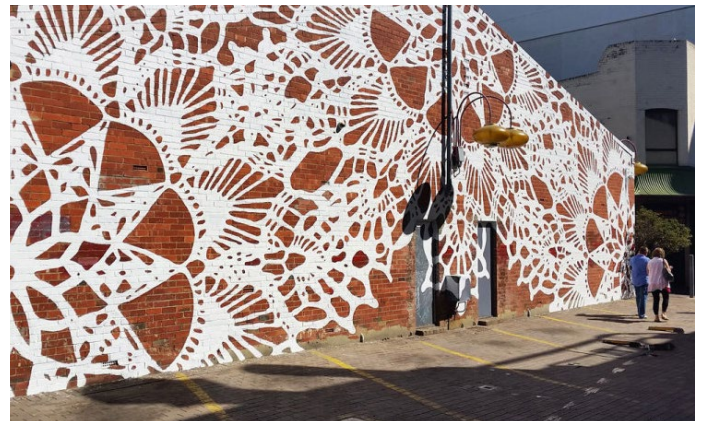


DISTRICTS

A district is a local taxing entity created for the benefit of a specified area. Districts (such as a Business Improvement District (BID), General Improvement District (GID), or a comparable tool) may construct, operate, or maintain public improvements or services. There are multiple strategies to establish a district; for example, existing landowners can opt to join, or an owner of proposed development can be required to join a district. A well-known example of an existing district within the City of Boulder is CAGID, the Central Area General Improvement District, that has been operational for multiple decades.

Establishing a district in the STAMP area could provide the structure and resources to implement many of this plan's goals. The district could be structured to generate funds to be used to develop affordable housing, provide connections to transit, and enhance the urban design and placemaking

character of the area. A district can also provide centralized, structured parking, which in turn would enable greater economic activity within the planning area. Requiring developers to join the district can generate revenues to help fund these community needs and amenities, and facilitate the area's build-out in such a way that the end state achieves goals that the area would otherwise not achieve.



IMPLEMENTATION

Specific strategies for implementation are forthcoming within the STAMP. Categories of implementation recommendations will include:

- Prioritization and Phasing
- Action Plan
- Champions
- Redevelopment Strategies
- Financing Mechanisms
- Measures of Success

